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## BIRTHS.

On the 14th March, at New Brighton, Cheshire, England, the wife of WALTER J. CLENNELL, H.H.M. Consul, Kluang, of a daughter (Edith May).

On the 21st April, at Shanghai, the wife of J. E. GREEN, of a daughter.  
At 10, Kramat Road, Tangle, the wife of JOHN F. O'NEILL, of a son.

## DEATHS.

On the 10th April, at Nagasaki, Captain I. A. KOCHE, late Secretary of the German Consulate, Nagasaki, aged 63 years.  
On the 15th April, at Penang, W. H. PENNELL, Overseer of Works, Penang Municipality, aged 38 years.  
On the 16th April, at Nagasaki, RICHARD ANSPAW FORD, aged 75 years.

On the 23rd April, at the General Hospital, Shanghai, PAUL HEINEMANN, of Erfurt, aged 22 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD, L.I.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 29th April, 1915.

The belief prevails in the north that the war which is considered to be inevitable between Japan and Russia will be an event of the near future, and the news from London during the past few days has probably done much to confirm the impression. The *N.-C. Daily News* institutes a comparison between the warships which Russia now has in Asiatic waters and those possessed by Japan. With the arrival of Admiral Stokelburg's Squadron—which appears for some reason or other to have proceeded from Singapore to Port Arthur without calling at Hongkong—the Russian Squadron, so far as battleships are concerned, becomes the strongest in these waters. Russia's fleet in the Far East now consists we believe, of seven, or eight battleships, ten cruisers, two protected cruisers, eleven gunboats, and several torpedo boats. Japan can only bring six modern battleships into action, whilst Great Britain at the present time has only four on the China Station. Our northern contemporary lay of opinion that if Japan were vanquished at sea Russia could without much difficulty pour large

masses of troops into the Japanese islands, from Port Arthur. We doubt very much whether that would prove such an easy matter for Russia, for the conformation of the country all along the Japanese coastline is such as to enable the strongest possible defence to be made and we should be inclined to regard the success of an invasion as extremely problematical. We are in agreement with our contemporary when it declares that if, on the other hand, Japan is the victor in the inevitable naval fight the ultimate issue of the war is still more problematical. "In all probability Corea would then become the battle-ground between the two Powers" and a long and weary war would very likely be the result. Neither Power "would be in the position to do the other much damage, and the struggle would probably be ended by a treaty of mutual concessions. It is not certain that Japan "could ever land a sufficiently large army "to carry the struggle into Manchuria. "The question would be whether Russia "could get her European squadron out "here to do battle with the victorious "Japanese fleet; but delays are dangerous "in war and during the time which would "elapse before the arrival of the second "Russian squadron, Japan might have "inflicted irreparable damage on Russia's "interests in China."

This view of the matter entirely leaves out of account the part that England would be called upon to play in the conflict as the Ally of Japan, which is a very important consideration indeed. For our part we have very little belief in the early possibility of a war between the two Powers. The probable cost in hard cash is a factor which will have great weight in the deliberations at Tokio as well as at St. Petersburg. Unquestionably, the feeling of resentment in Japan against Russia on account of her deliberate evasion of the obligations to which she pledged herself in the Manchurian Convention of last year is very strong, but we doubt whether it will issue in anything beyond strong diplomatic protests. Russia has made the fullest preparation for war in defence of her projects in this part of the world, and we believe she has too strongly secured her position to be ousted except at great cost to the Power or Powers which make the attempt. Our northern contemporary expresses the opinion that "A "war between a small country like Japan "and a vast Empire like Russia seems almost a hopeless task for the former, for "even two great Powers like France and "Britain failed to inflict really serious "damage on the Russian Empire in the "Crimean war. Port Arthur will very "likely be another Sebastopol. The fact "of the matter is that Russia is practically "unconquerable." When the matter is carefully considered few, we think, will be found to dispute that conclusion.

An Indian Circus is performing at Shanghai. All the Indians are Brahmins and the proprietor and the manager are both University men.

A Danish Club is to be established in Shanghai. There are at the present time upwards of 150 Danes living in the Northern port.

A marriage will shortly take place at Shanghai between Mr. Bertram Giles, Vice-Consul and Assessor at the Mixed Court, Shanghai, and Miss Violet Gilmour, second daughter of Mr. D. Gilmour, of Shanghai.

A severe thunderstorm accompanied with very heavy rains commenced yesterday morning about three o'clock and continued until daylight. One beneficial result of the rainfall was that the streets were washed clear of the mud which had made pedestrianism and wheeled traffic unpleasant during the last few days.

Norman Argo, said to have been the original "Uncle Tom," has died at Paint Lick, at the age of 111 years. Argo was born a slave and belonged to General Samuel Kennedy, a wealthy planter of Garrard county and a former member of the Kentucky legislature. Mrs. Stowe obtained most of the material for *Uncle Tom's Cabin* from the Kentucky plantation.

The Hon. Treasurer of the Alice Memorial and Netherholt Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Arratoon V. Apcar	...	\$35
Asgar and Esmail	...	10
"D"	...	10
M. G. de Champeaux	...	10
E. S. Joseph	...	10
Kelly and Walsh	...	10
"B. L."	...	10
Lutgens, Binmann & Co.	...	10
J. Gregory	...	5

Some sixty of his old friends gave a farewell dinner at the Shanghai Club to Mr. Alexander McLeod, who is leaving Shanghai for a trip to England. Mr. R. W. Little was in the chair, the crumpets being Mr. R. W. Campbell. Mr. W. J. Clarke, and Mr. E. Inglis. The town band played during and after dinner. The health of Mr. McLeod, proposed by the Chairman, was drunk with enthusiasm, and after Mr. McLeod had responded in a very interesting speech, allied with reminiscences of his 39 years in China, a number of songs, concluding with "Auld Lang Syne," made the evening pass very pleasantly.

The remarkable verdict of "not exactly guilty" was given by some assessors in a recent Indian abduction case.

At Singapore on the 19th inst., while five Russian sailors who were very drunk were going off to their vessel in a sampan, the sampan capsized and one of them was drowned.

The balance sheet of E. L. Mondon, Ltd., Shanghai, for the past year shows a net profit of Tls. 59,450, and the directors recommend payment of a dividend at the rate of 10 per cent.

A petty officer of the British cruiser *Blenheim*, named Geo. B. Pettit, has been accidentally killed while jumping from the Tokyo-Yokohama train close to the last-named station.

Some correspondents, remarks the *China Gazette*, report that the amount of wealth accumulated by the late Yung Li since the Boxer trouble had reached more than 8,000,000 taels, of which sum 5,000,000 taels had been deposited in the Russo-Chinese Bank.

Another Edict in connection with Yung Li is worded in almost precisely the same terms as that issued for Li Hung Chang, and the same honour is granted his memorial tablet as fell to that of the far greater statesman, while the same posthumous title of "Wen Chung" is bestowed upon him.

The New Zealand Government has decided that there shall be an Empire Day in the Colony, and May 24th is the date fixed. Mr. Seddon, the Prime Minister, says it is his intention to suggest through the Minister of Education to the various education boards throughout the Colony that on Empire Day the whole of the children shall be assembled and salute the flag.

A London telegram dated the 17th inst. states that the Russian Government has publicly declared that the new Russian Far Eastern Squadron under Admiral Stokelburg, namely the two battleships *Retvizan* and *Pobieda*, six cruisers, *Norik*, *Hogatin*, *Bokatsel*, *Palas*, *Digit*, and *Diana* as well as seven torpedo boats, with 170 officers and 4,000 sailors are permanently added to the original Far Eastern Squadron though before these new war-vessels sailed it was declared that they were to relieve older ships of the squadron.

The *Strait Times* learns with great regret that the case of Mrs. Blanche Waddell of Saigon (who was arrested on a charge of trafficking in girls) should have been attended to by the doctors rather than the police. "Mrs. Waddell was in a delicate condition when she committed the extraordinary acts which led to her arrest. Had the lady any friends here, it is improbable that there would have been any cause for police interference; she had not. The sympathies of the community will be with the lady and her husband, who is an officer of the Foreign Legion in French Indo-China."

On the 19th inst. during the prevalence of a thunderstorm at Singapore, the occupants of a bungalow belonging to the 4th Company R.G.A. at Blakan Mati, had a somewhat extraordinary experience. One of the first flashes of lightning in the storm struck the bungalow, tore through the roof, the library and recreation room, splintering everything as it went along. Two soldiers were forcibly struck, one being dashed against a wall and the other scorched down the side, but singularly enough they were not seriously hurt according to the doctor who examined them.

The Judicial Commissioner of the Federated Malay States says in his report for 1912:—"I had also to deal with the subject of marriage in these States between British subjects of different races—Sinhalese and a Chinese Straits-born woman. I decided that consent with such rites and ceremonies as were accessible to attest matrimony and cohabitation with the habit and repute of matrimony was sufficient to constitute a marriage between such parties. I believe that the Secretary for Chinese Affairs has drafted a 'Chinese Family Law Enactment'—such a law is much wanted, but I think a civil registration of all marriages in these States with their varied and mixed nationalities and different religions should be required."

An Imperial Edict appoints Prince Ching, and Chui Hung-chi to act in conjunction with the Board of Revenue with reference to the establishment of a Chief Mint in Peking, where can be struck a uniform coinage for the numerous mints in the provinces, where each has a separate standard of weight, fineness, etc. As soon as the Peking mint has been started and a sufficient quantity of coins has been struck, they will be distributed to the various provinces of the Empire for circulation and may be used by the people to pay their taxes, Customs duties, etc. After this no coins other than those struck at the Peking mint will be permitted in the Empire, and the severest punishments administered to those who disobey.

A Peking telegram to the *Shanghai Times*, dated the 24th inst., says:—"Being repeatedly questioned by the Chinese Government why his Government committed such a serious breach of faith in regard to the evacuation of Manchuria, the Russian Minister has at last replied to the effect that Russia has made up her mind not to evacuate the sea port portion of Manchuria or to hand back Newchwang to China, unless the latter can see her way to give Russia a solemn promise not to open any place in Manchuria to international trade and to let Russia retain whatever revenue may be derived from the Imperial Maritime Customs at Newchwang. The representatives of Great Britain, Japan and the United States have already warned the Chinese Government against complying with these outrageous demands."

The new Tianjin Magistrate is said to be very anti-foreign, refusing even to burn foreign oil.

Thirty-five men forming the crew of the British gunboat *Tweed* have been relieved at Hankow by a crew sent out from home.

The investigation made by the War Department regarding the charges against General Funtion have vindicated his Philippine record. The officials now place "no credence in the allegations which have been made. No further action will be taken by the War Department.

A correspondent writing to the *London Times* last month said:—"I wrote a few days ago to say that a letter posted from Wei-hai-wei, via the Siberian Railway, reached me at Tewkesbury on March 10 at 4.30 p.m. Another letter posted from Wei-hai-wei on the same date, February 11, reached me at Tewkesbury at 7 p.m. on March 21. This second letter came via Hongkong."

A New York telegram of the 21st inst. says that serious anti-semitic riots are in progress in Western Russia. Over three hundred Jews have been butchered at Bessarabia on the Russian-Hungarian border. The recent edict of the Tsar is thought to be responsible for the disorders. The Jews find little consolation in the toleration edict. They are seeking to migrate in great numbers.

The *Universal Gazette* has the following:—"We learn that the Central Government demanded from the Russian Representative the other day the reason of the non-evacuation of Newchwang by the Russian forces, and received the reply that the delay was due to the large number of foreign men-of-war that had assembled at the time at Newchwang, in consequence of which that port could not be returned as at first agreed upon."

In its "Notes on Native Affairs," the *N.-C. Daily News* remarks:—"The excitement prevalent during the past few days amongst Chinese merchants in these Settlements regarding rumours of an impending war between Japan and Russia was much increased yesterday by the knowledge that certain merchants who have a considerable trade with Northern ports had received telegrams from their agents in Newchwang and Munkden advising them to stop all shipments to those ports, 'as there is no doubt that the Russians are strenuously preparing for a speedy war with Japan.'"

A brass tablet bearing the following inscription has been added to the marble memorial to Dr. Chalmers in the Union Church:—"Dr. Chalmers was one of the pioneer missionaries of the London Missionary Society in South China (Canton 1852-79; Hongkong 1879-99). An eminent Chinese scholar, he was the author of several works of monumental research, the most important of which was his *Kanghi Dictionary*, while his crowning effort, and the great joy of his later years, was the preparation of his revised Chinese New Testament. Conspicuous for his noble simplicity of character, he proclaimed by his life that gospel of Jesus Christ which it was his supreme purpose to make known."

## THE HEALTH OF THE COLONY.

During the three days ended at noon yesterday 48 cases of plague were reported, all of them, with the exception of one Jew from No. 79, Wyndham Street and one Indian from No. 56, Peel Street, being Chinese. Neither of these two cases has ended fatally, but save only in three instances all the Chinese patients succumbed. Eighteen bodies were dumped, and one was found in an unnumbered house at Matankou. The total number of cases for the year is now 394. Of these, 79 were reported during the week ended 15th April, and 72, all Chinese, terminated fatally. There were no cases of communicable disease other than plague during the period stated.

## THE BROUGH COMPANY.

Several members of the Brough Company have already gone to Australia. Yesterday, the remainder of the Company, including Mr. and Mrs. Brough, arrived in Hongkong on the s.s. *Kiaochow* bound for England. During their stay of five weeks in Shanghai, the Broughs had a most successful season and on Friday last, the closing night, when *The Second Mrs. Tanguary* was produced, every seat in the Theatre was taken up half an hour before the curtain rose, and the play and the players were enthusiastically received. During their stay in the northern port the weather was not good, there being only some six or seven fine days all the time. The *Kiaochow* came on six o'clock on Monday evening until her arrival experienced a severe storm of thunder and lightning with torrential rains.

## THE TAKU EX-FORTIFICATIONS.

The ex-Fort at Taku which has hitherto been occupied by the British and Italians was formally handed over to the Chinese Authorities at noon on the 15th inst. At about 11 a.m. Colonel Lin, with a guard of forty police and accompanied by several other Chinese officers, arrived at the Fort and invited the British and Italian officers, who were present for the ceremony, to board the Viceroy's launch, where light refreshments were provided. Panetually at 12 the British flag was lowered with the usual salute from the British, Italian and Chinese guards, which were drawn up facing it. The guards then marched to the Italian flag, which was lowered with like ceremony. The Chinese flags were then hoisted on both flag-staffs simultaneously, the guards again presenting arms. After Colonel Lin had shaken hands with the foreign officers and health had been drunk, the old guards marched off, leaving the Fort in charge of the Chinese guard.—P. & T. Times.

## TELEGRAMS.

## REUTER'S SERVICE.

## THE SOMALILAND EXPEDITION.

## COLONEL COBBE RELIEVED.

LONDON, 28th April.

General Manning has relieved Col. Cobbe, defeating the Mullah, who lost 2,000 men.

## LATER.

Col. Gough's mobile column has been engaged near Danop. Casualties, 13 killed, including two officers, and four officers wounded; the enemy's casualties amounted to 200 killed. The troops behaved splendidly and during the engagement made four bayonet charges. The Mullah's forces have greatly increased lately and are now estimated at three thousand well armed horsemen and eighty thousand spearmen.

## CHINESE FINANCIAL REFORM.

A Peking despatch states that the recent rejection by the Chinese Government of Viceroy Yuan's proposal to adopt a stamp duty was a great blow to him. This rejection was due, according to the despatch, to the corruption of the authorities at the Home Department by the Tientsin merchants and to the efforts of the political opponents of the Viceroy. Furthermore, in reply to an inquiry put to him by the Empress Dowager, General Ma is said to have intimated to Her Majesty that, as the people are generally poor, especially since the late trouble in North China, the adoption of the stamp duty would cause agitation among the public and the bad results of such agitation would be felt not only at Tientsin but at Peking. This remark of the General having been accepted by the Empress as reasonable, the matter was finally dropped. It is stated that the regulations for the stamp duty had been prepared by Mr. Tanaka, Japanese Adviser to Viceroy Yuan, and that the proposed measure formed only part of a general scheme of financial reform. In view of the easy manner in which the Viceroy's proposal has been shelved, there seems at present no hope for the financial reforms now very generally talked of, such as the adoption of gold standard or the establishment of a central bank.—*China Gazette*.

## THE CHINA MUTUAL STEAM NAVIGATION CO.

Mr. Alfred Holt and his friends have not made much out of their deal in the shares of the China Mutual Steam Navigation Company so far as the working result of the past year is concerned, remarks a home paper. The times, as many shareholders in shipping ventures know to their cost, have been exceptionally bad for freight business, and though some lines have managed to come out fairly well on the right side, the China Mutual is not among the most favoured. The balance at profit and loss is £31,300, but as this is after absorbing the fund for the equalisation of dividends and the carry forward, the real outcome of the year's operation would appear to be only in the neighbourhood of £8,000, as compared with £24,200 in 1911, a sufficiently startling drop even if due allowance be made for the adverse character of the season. The dividend of 3 per cent. on the Ordinary and Ordinary "B" shares compares with 7 and 6 per cent. on these classes of shares respectively a year ago, and under the circumstances the proprietors will probably think they are lucky to get so much. The fleet has been efficiently maintained out of revenue, but with such a small income it is hardly necessary to say there is no £26,000 put by to purchase of steamers account, or any other reserve, as was the case in 1911.

## THE HUNANESE AND THE RAILWAY.

A correspondent writing to the *Shanghai Times* from Cheng King King Chi, Hunan Province, under date March 8th, says:—"The party of engineers, engaged in the survey of the Hankow-Canton Railway, arrived at this place on February 21st, and were accorded a hearty welcome by the Chinese officials, who promise us a like welcome all along the line. They report that a lively interest in the new road is being shown by the people of the province, and the courtesies extended us by those with whom we have so far come in contact seem to bear out the statement. Hunan Province was, we were told, the most pronounced of all provinces in its anti-foreign sentiment. Our experience with the people up to the present has been, with one exception, quite the opposite. At no other point have we met the least signs of disfavour, and in every other instance the natives of the district have shown us marked signs of friendliness. Information has been freely given us, which in some particular, at least, we were not looking for. We had been told that the superstitious dread with which the people regarded the great river was so strong that they would absolutely refuse to tell anything about its performances in the way of high waters and inundations. We found them willing enough to give information in regard to it, and the natural watermarks bear out their statements as closely as could be expected in any country where scientific observations and records have not been systematically kept."

## POLICE COURT.

Tuesday, 28th April.

BEFORE MR. F. A. HANBLAND (POLICE MAGISTRATE).

## ALLOWED APOLOGY.

The master of the tailor's shop at 205, Queen's Road West where an outbreak of fire occurred on the 18th inst. was with his wife and *soki*, charged on remand with arson. All the defendants pleaded not guilty; the woman was represented by Mr. J. Graft. Exhibits in the shape of partly-burnt woodwork were shown in Court. Mr. F. Browne, Government Analyst, was the first witness examined. He said that on the 18th he received from Sergeant Grant a number of pieces of woodwork on several of which he found traces of kerosene oil; on some rags and waste paper which were sent to him he also found kerosene oil, which was present, too, in a couple of bottles and an earthenware pot consigned to him for examination. The bottles contained about a quarter of an ounce of kerosene each and the pot about a pint. Another article which showed traces of kerosene was a large tin vessel, and spirits of wine were found in a bottle similar to the other two.

The *lakong* who discovered the fire and reported what he saw after it had been extinguished to Sergeant Grant at No. 7 Police Station went into the box and told his story. The fire was in the basement, and he put it out. Then he called the inmates, who could tell him nothing about it. Afterwards he reported the matter to Sergeant Grant, a bundle of rags and sticks which he had picked up having aroused his suspicions.

Sergeant Grant deposed that when he went to the place in answer to the summons of the *lakong*, he detected a strong odour of kerosene, and found traces of it in places on the staircase, which he examined as far up as the first floor in company with the master of the shop on the ground floor, who procured a light for the purpose. Witness entered the premises on the first floor, and saw that the first defendant, who opened the door to him, was dressed ready for going out. Inside, the door of a cubicle had been taken off and placed against a show-case, which smelt of kerosene and had a square hole cut in the back of it. The whole place was in a state of disorder. Witness had the house guarded and himself returned to No. 7 Police Station, whence he communicated with Chief Inspector Baker at the Central Station, who subsequently sent him the exhibits banded to Mr. Browne for examination. Witness and the master of the shop on the ground floor afterwards examined the stock and fittings on the first floor, and valued them at \$39.

The master of the shop in question gave evidence of a similar nature.  
The agent of the Japanese company in which the premises were situate for \$2,000 having assessed their value at \$100, the hearing was adjourned until to-morrow morning at ten o'clock.

## THE MURDER OF A REFORMER.

The Chairman who is under remand on a charge of complicity in the murder of Yung Ka Wan, the Reformer schoolmaster, in his house in Gage Street over two years ago, was placed in the dock. He had already pleaded not guilty to the accusation.

On the application of Mr. F. B. L. Bowley, the Crown Solicitor, the case was heard in camera.

## BELGIAN CONCESSIONS IN CHINA.

## THE HANKOW-CANTON LINE.

In the Chamber of Deputies at Brussels on the 18th ult., Mr. Vandervelde made a strong attack on King Leopold's financial enterprises in the Congo and in the Far East. He stated that in 1894 the Société Générale d'Afrique, a company for the Congo, was founded, and after having increased its capital in 1899 from £3,000,000 to £12,000,000, it created as an offshoot a subsidiary concern—the Société Asiatique, the King supplying the majority of the initial capital in both companies. The Société Asiatique subsequently participated, he said, with the American-Chinese Development Company in obtaining the Hankow-Canton concession, which is but an extension of the Franco-Belgian Hankow-Peking line. The Belgians afterwards subscribed to two-thirds of the American share, and secured a majority of their nationals on the Board of the American company. The cost of the Hankow-Canton line was estimated at £200,000,000, and to find the money the King authorised—so Mr. Vandervelde alleges, on the strength of his information—£123,000,000 to be drawn from the amortisation fund of the Congo bonds. For this purpose, as the trustees of the Congo funds refused to agree to any such sequestration, a number of new trustees were appointed, whom also declared themselves in favour of the King's plan. Furthermore, a Bill was laid before Parliament, according to which the State savings bank was empowered to invest its deposits in foreign enterprises, with the idea of assisting the enterprises in China.

Baron de Faverney, Minister of Foreign Affairs, in answer, said that he reserved his full reply on the question until he had introduced his Bill dealing with settlements. As regarded the company for the survey of railways in China, the Minister said that it had obtained a concession for a railway from Peking to Hankow at the same time as the American-Chinese Development Company had obtained a concession for a line from Hankow to Canton.

## WEATHER REPORT.

The Hongkong Observatory issued yesterday the following report:—  
The barometer has risen quickly over E. Japan, fallen moderately over the E. Coast of China.  
The depression passed into the Yellow Sea during the night and is now moving Eastwards towards the Sea of Japan. Pressure is high over E. Japan.  
N.E. wind freshening in the Formosa Channel, light variable winds over the N. part of the China Sea.  
Forecast:—N.W. and variable winds, light, unsettled thunder showers.



## THE GERMAN COLONY OF TSINGTAO.

A very interesting description of Tsingtao the German Colony in Kiaochow Bay, is published in the *N. C. Daily News*, from which we extract the following paragraphs:—

The original villages on the site of the new town have all been pulled down, their ruins being still visible in many places, the owners being paid a liberal money compensation besides having had new ground allotted to them at a distance, in which roads and drains have been built at the Government expense, and in which sanitary needs are strictly enforced—much to the disgust, if not to the benefit, of the Chinese; certainly the benefit to European residents is indisputable and one can but regret that similar enlightened measures were not originally adopted in Shanghai and Hongkong, and still more markedly in the neighbouring port, and should be, as the *News* says, of Choofoo, in which cities the interests of landowners and land speculators have been allowed to set aside those of the general public, whose health and comfort have been sadly impaired by being compelled to live amidst a dense Chinese population, brought around them by their own activities. A paternal government that, unlike our own municipalities, has no landowning interests to save is thus not without its advantages, however, much it is the fashion to decry, if not to despise, German officialdom—which appears at its best in Tsingtao—at least if we may judge by outside results to-day. Chinese merchants, however, to not appear to be excluded from the settlement proper, for there are several Chinese stores and the shop of the noted firm of "Cheng Jack and Sons" is conspicuous on the sea front not far from the landing stage. The leading German firms in Shanghai and the Deutsche Asiatische Bank have also branches at this port, and are amply established along the sea front, while a branch line from the new railway has been run along the rear of their premises by which goods can be shipped straight from the godown on board the railway trucks, a privilege that will prove valuable as trade develops so far the trade is only of a retail character but with the extension of the railway Tsingtao is bound to become the port of supply for the province of Shantung and the main outlet for the productions of the province as well as possibly of Honan beyond—to the detriment of Choofoo, as long as that now flourishing treaty port has no railway connection of its own with the interior districts.

Tsingtao already possesses two good hotels: one, the "Prinz Heinrich" a really first-class establishment; cottages have also been built to let to summer visitors, the bathing from the sandy beach of the Clara Bucht, a small bay to the east of the settlement, amply supplied with the familiar seaside bathing machines being excellent and safe. There is a fine public day school for boys, boarders being taken by the masters, while a good education for girls is provided by the sisters of the Roman Catholic convent. A first-rate military hospital has been erected which is open to civilians though the climate is naturally so healthgiving that little need for such an institution exists. There is also a well-frequented Seamen's Home as at Shanghai; it contains, besides the usual reading and billiard rooms, a fine lecture hall with a theatre stage and numerous bedrooms; these latter are let for the night at a charge of 40 cents for petty officers, 2 in a room, and of 20 cents for seamen who have each a separate cubicle. The barracks for the garrison and the accommodation for the large administrative staff are, it goes without saying, as roomy and convenient as it is possible to make them, and their architectural features are among the chief adornments of the town.

In taking leave of Tsingtao we must again express our admiration at witnessing the great result achieved in so short a time and the good taste and practical sense displayed in laying out and building up the new city. The architecture of the public buildings is of a high order and agreeably varied; it ranges from antique German to the newest renaissance. The Seamen's Home, to which we alluded above, is a fine specimen of the former style. A bay is being built out in the sea-wall front, on which is to be erected a monument to the memory of the first Governor, Japohke, whose sudden death was an irreparable loss to the young colony. Another reflection that cannot but force itself upon a Treaty Port resident visiting Tsingtao is the boon that is enjoyed in a free hand, untrammelled by Chinese obstruction, in forming a trading station healthy and convenient for foreign residence; while benefiting the natives of the place by the immediate expenditure of European energy and capital, the empire generally gains new trade facilities such as its own officials will never promote of their own accord. In one important point the new colonial system of Germany is far in advance of our own boasted British system. Land speculators are not given a free hand with consequent overcrowding and disease, as in Hongkong for instance. Land is not sold except for immediate utilisation, and stringent conditions are laid down with regard to the class and condition of the buildings to be erected. These facts lead us to conclude, if not entirely to approve, the methods by which Kiaochow and other like places have been wrested from a corrupt and decaying government, a government careless of progress and opposed to every innovation, and whose officials, largely traders themselves, discourage enterprise in others, especially where leading to increased intercourse between their own people and the improving outsider.

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## REVIEWS.

*The Victualling of the Royal Navy: Past, Present and Future.* By ALEXANDER TURNBULL, M.D. London: Elliot Stock, 62, Paternoster Row.

THIS is an eminently practical and valuable work from the pen of one well qualified to discuss the subject of the victualling of the Navy. Dr. Turnbull's position as Inspector-General of Hospitals and Fleets gave him advantages such as few others possess for studying the subject, and besides, the author has been able to gain access to State papers, historical documents, official reports and a seventeenth century private diary not hitherto published; so that his work is nothing if not well-informed; while the juxtaposition of the old records to those of the present time enables one to grasp the salient points, to follow with facility the development of the victualling system and to judge in what directions it may yet fall short. Dr. Turnbull (who, by the way, served for some time on the China Station) tells us in a preface that he was led to make the researches which have resulted in this publication by an article in the *Nineteenth Century* and *After*, from the pen of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., "Did Elizabeth Starve and Rob her Sailors?" in which the Elizabethan is so favourably contrasted with the Victorian victualling of their Royal Navies; and by reason of the fact that the subject of the Naval ration has attracted much public attention lately.

In the article referred to Admiral Bridge stated: "It will most likely be a surprise to many people to find that the seamen of Elizabeth were victualled in a more abundant and much more costly scale than the seamen of Victoria. There is now a small allowance of oatmeal, pepper, mustard and vinegar, against which may set the 'purser's necessities' of Elizabeth's day." But, as the author points out, the "purser's necessities" of Elizabeth's day do not appear to have been either nutritious or condiments; Sir William Monson, whose naval service extended from 1585 to 1616, says "The purser is allowed by every man 6d. the month to provide necessaries, as wooden dishes, cans, candles, candlesticks and lanterns for the hold." Dr. Turnbull does not agree that the Elizabethan ration was "more abundant," and as to its being "more costly" he gives the reminder that it is necessary to consider the purchasing and transporting power of money at the two periods specified.

"That this question may be misleading (he continues), is, I think, apparent from the report of the Committee on Navy Estimates, presented to Parliament in 1901. Here it appears that in 1874-75 the total value of the Government ration, at rate-book prices, was 11,957d. per man (or officer or boy, as all are rationed alike in the Navy), while the 'savings price' was 7,939d. There was therefore at the time a marked difference between the two in favour of the Crown; and, owing to a fall in prices, the cost of the seamen's ration to-day is 8,624d., the 'savings price' remaining as before."

As a comparison it may be mentioned that Commander O. N. Robinson (*The British Fleet*: London, 1896), quoting from a seventeenth-century writer, says: "In the late Queen's time many thousands died miserably by the corruption as well of the drink as of the meat." Again: "Raleigh says that old oil and fish casks were used for the storage of beer, and Sir Richard Hawkins thought that in twenty years 10,000 men died from scurvy affections. The rations were probably not rendered more appetizing by the manner in which they were cooked."

Dr. Turnbull proves conclusively, we think, by means of his arrayed facts and his victualling tables that the present dietary of the Navy is vastly better than that of Elizabethan times. He concludes by summarising the report of the Victualling Committee appointed in 1900 and tabulates the improved scale of rations which is to be observed in the future. With the result of the Committee's enquiry, he, as one of the medical witnesses, expresses great satisfaction, only regretting that the Committee were unable to establish, as a ration, an issue of soluble chocolate for the men on duty in the middle watch—viz., from midnight to 4 a.m.—but to leave it to the discretion of Commanding Officers, who, it may be hoped, may exercise their discretionary powers liberally and judiciously; also the issue of the spirit ration in the evening, but here a disciplinary question arises, and this time of issue is left to the decision of the Commanders-in-Chief.

The book can be obtained from Messrs. Kelly & Walsh. 1 rise, 90 cents.

*Dorrien of Cranston.* By BERTRAM MITFORD. London and Bombay: George Bell & Sons. Mr. MITFORD's stirring serial story which is now running in the *Daily Press* has served to show in a marked degree the excellent work of which this author is capable. We can advise all who have found delectation in following the fortunes of his Raynair to make haste in securing *Dorrien of Cranston*. It is a splendid tale, well told, full of vivacity, not wanting in the matter of adventure, and withal admirably arranged as regards light and shade. Besides the strongly-drawn hero of the story, there are many good character sketches, of whom the best are a lovable old rector of ecclesiastical leanings and his no less lovable daughter. If there is one thing to be found fault with, it is the verbatim report of the evidence at Dorrien's murder-trial at the end. It has been done so often. Yet one cannot grieve its tragic intensity or its value as a dramatic dénouement.

*Karl of Erbach.* By H. C. BAILEY. London and Bombay: Longmans, Green & Co. Some of our readers may have already had the pleasure of perusing this novel as it appeared

in *Longmans' Magazine* under the title of *Prince Karl*. It having been subsequently discovered, however, that the title had previously been used for a play written by Mr. Archibald C. Gunter, the book has been entitled *Karl of Erbach*. The story is one of battle, love and statecraft: a story of the period of the Thirty Years' War, of Solgan and Lichtenstein. Mr. Bailey has a power of vivid description and a subtlety of method which make for excellent effect in the telling of his tale. *Karl* is a convincing creation; Fero Joseph and the Comte de Lormont are exquisite studies in the diplomatist type. The love passages are fluidly done and the whole book is engrossing. It is on sale at Kelly & Walsh's.

## ATTACKED BY A CAT.

A Manila journal reports that Mr. Fred Emerson of Messrs. Macouderay & Co. has had to go to hospital for treatment of injuries inflicted by a cat. This cat had a family of kittens. During her absence one of the young ones got out of the box in which they were kept and was unable to get back, whereupon it commenced to howl. Mr. Emerson was in the act of lifting it into his house when the mother appeared and flew at his face. The infuriated animal scratched him severely on the face and head and afterwards followed him into the office and again attacked him, but was at last beaten off with the arm of a chair. Mr. Emerson was badly hurt.

## SINGAPORE B. I. MAIL SERVICE.

In the report for 1902 on the Postal and Telegraph Department of the Straits Settlements appears the following passage:—

"In pursuance of a broad policy, the Government entered into an agreement with the British India Steam Navigation Company for a fortnightly service, commencing in February, 1902, from Singapore to Negapatnam for the conveyance of mails for onward transmission to Europe by the Indian service. The new service, which has been a conspicuous success, alternates with the direct bi-monthly P. & O. packets, the two together affording regular weekly postal communication to Europe, the packets leaving Singapore at a fixed hour on a fixed day of the week. The same Company is also subsidised for a service between Penang and Negapatnam, in both directions, for the carriage of European mails. The total amount paid to the Company for 1902 was \$52,208."

## THE PANAMA CANAL.

Discussing the effects which the Panama Canal will have on trade, the *London Report* says:—

The Panama Canal, of course, means a great deal to us, for it will have a marked effect upon the world's trade routes, as a glance at the map helps us to realise. It will join the Atlantic and Pacific seaboard of the United States, and doubles the effective fighting power of the American Navy. It will largely help the United States to further dominate the whole of the American Continent, for with the canal out ships can circle North America. It will make them sovereigns, for all practical purposes, of Central America, and the Monroe doctrine, already accepted by British statesmen, will be a greater reality than ever in the course of half a generation. It will enable America to control the Pacific Ocean, from which we are so far removed, and help it considerably in its trading relations with Siberia, China, and Australasia. Any thoughtful man who will glance at the countries which front the Pacific Ocean will see what great issues are likely to arise in connection with it. But whatever happens, America, with the Panama Canal out, with possession of the Philippines, and with the best harbour in the South Pacific besides, will be in an immensely strong position.

## A SOLDIER'S FRACAS IN PEKING.

On Easter Sunday in the Capital some German soldiers and Austrians (chiefly Dalmatians from the Adriatic) were drinking in a friendly manner in a native-kept canteen, opposite the *glacis* in front of the Austrian barracks. A German sang a song to the tune of an Austrian folk objection; and a small tavern melody occurred, in the course of which the Germans put the Austrians out. Next morning the Austrians told a German it would be their turn to-day, and accordingly during the afternoon the row was raised again in the same canteen, but for no reasonable cause. It is not quite certain, but it is said the Austrians or some of them had weapons, but the Germans in accordance with General von Rohrreid's orders were without sidearms. This time the Germans were overpowered and turned out, but as the news spread to the other canteens hard by they were reinforced, and as the Austrian barracks were in sight, some of their men leaped over the wall and very soon there was a pretty general melee of the description that may be seen in any English garrison town where two regiments do not harmonise. Four Germans got cloaked so severely as to have to go into hospital, and six others were scratched but have not been absent from duty. One Austrian has had to go into the doctors' care, and five are said to have been bruised like their six quondam friends of the other side.

The whole thing was finer as a spectacle than as a fight, and was viewed by some civilian foreigners with the greatest interest. The *glacis* was for a time like a Yorkshire football match, when town feeling runs high, and the referee is weak. The authorities are investigating the matter and are quite aware how these records are maintained by the Chinese who, by the bye, tell in all directions from the scene in a state of panic.—P. & T. Times.

## THE TRANS-SIBERIAN ROUTE.

**MORE ADVICE TO TRAVELLERS.**  
A gentleman who travelled to England by this route recently, in a letter to a friend in Tientsin, gives the following advice to intending travellers:—

Do not overload yourself with baggage. A stout rug, a good warm overcoat and a cushion or pillow will suffice.

Take a block tin kettle for hot water, which you can throw away when you reach Irkutsk. It should hold spirits. Have a good quantity of straws. Fresh milk cannot always be bought. A couple of tins of biscuits and such things as Buns are always in order.

The Chinese vendors along the line are quite as good as and cheaper than the Russians.

When booking from one station to another, have the exact fare ready, if possible. If you want change, examine it carefully before leaving the booking office.

When you arrive at a station, go straight to the buffet. You will know it by the other passengers rushing for it, and take the first seat. Don't worry about the train leaving while there are Russian travellers in the buffet.

Take your kettle for hot water, a good large one, as hot water is supplied free at every station. You will see the Russians going with their kettles.

On reaching a station where you have to change trains, if you have only a few hours to wait, still go to a hotel. Take your baggage with you. Never let it out of your sight for a moment, as it may remain for ever in sight.

Letters of credit, which can be cashed at Nanking or Port Arthur, for the sum of £40 will carry you through very comfortably, but it is advisable to take another £10 for emergency.

Be sure to take the train de luxe from Moscow. It is faster by two days than the other, and much more comfortable.

If ladies are travelling, a large curtain and a small ball of twine will be found very useful to curtain off your partition of the corridor.

Get 200 carefully selected Russian sentences from a Russian.

Second class is good enough for anyone. If you are at all run down, do not go via Siberia, but by all means take the sea route.—P. & T. Times.

## AN ABANDONED BARKENTINE.

The *Manila Times* says that further details are to hand regarding the abandonment by her crew of the Norwegian barkentine *Prince George*, the crew of which were picked up by the coastguard steamer *Tablas*.

Captain J. Miller of the *Tablas* reports that after landing the castaways he offered to take the master of the *Prince George* with him to make a search for his vessel. This offer the Norwegian captain declined and absolutely refused to have anything more to do with the matter. The *Tablas* accordingly proceeded on her voyage to Jolo and discovered the *Prince George* with all sails set about two miles southeast of Dipolod, one of the Sema Islands. The barkentine was bearded. It was found that both her bow and stern anchors had been let go with twenty-five fathoms of chain attached to each, but neither had reached the bottom. A cold chisel and hammers lying upon the deck led to an investigation which revealed the fact that a hole had been cut in the ship's side. There were eleven feet of water in her rising two feet above the cargo in the lower hold. The hole was plugged and the ship cleared of water with her own pumps in four hours and the anchors hove up. The *Tablas* then towed the *Prince George* to a safe anchorage on the west side of Tatalan Island and proceeded on her voyage to Jolo, leaving an officer and three men in charge of the derelict. On her return from Jolo the *Tablas* towed the barkentine into Zamboanga, arriving there on the 14th inst.

The *Prince George* is an iron barkentine of 472 tons net register and had been out from London eleven months, bound for China. The length of her voyage is attributed to the fact that her cargo was 800 tons of pitch, a large part of which was stowed between decks. When the ship entered the hot latitudes the pitch between decks melted and ran into the hold, thus putting all the weight in her bottom and making it impossible for her to sail in the light breezes which she encountered. Her bottom too became so foul that she could make, but slight headway.

Captain Miller reports that neither the ship nor her cargo are in any way damaged and that all that will be necessary to enable her to proceed on her voyage will be a slight shifting of her cargo and scraping her bottom.

## SINGAPORE POST OFFICE.

The report on the Post Office at Singapore shows that during last year 10,990,465 articles were received and despatched, as compared with 8,087,888 articles in 1899, the increase being 36 per cent. If the articles dealt with last year could be placed end to end in a line they would measure over 1,200 miles. The postage on the heaviest letter packet posted in 1902 was \$67.85, and the letter was sent by a Chinaman. The mails were enclosed in 76,316 bags, 9,559 packets and 3,826 boxes, being an increase of 17,624 bags, 1,126 packets, and 1,816 boxes over those of 1899. The mails weighed 780 tons, and in addition to these 39,540 bags, etc., or foreign transit mails, weighing 490 tons, were transmitted by this Department. At the Chinese Sub-Post Office 748,303 letters from colonies were posted, which is an increase of 103,147 over the number transmitted in 1901. The revenue collected by the Post Office was \$308,208.72, exceeding that of 1901 by \$62,784.92. The expenditure of the Department was \$112,720.27, which is \$39,311.32 in excess of that for 1901.

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## THE CAPTURE OF KANO.

HOW THE CITY WAS STORMED.

The troops forming the expedition against Kano, under the command of Lieut.-Colonel Morland, left the advanced post of Zaria on the afternoon of the 25th January. On February 1 the forces captured the walled town of Faki, midway between Zaria and Kano. When a storming party entered the place it was found that the King and three chiefs, with their horses had been killed by a shell. Lieutenant Wright, of the Mounted Infantry, was wounded and thirty of the enemy were killed.

At eight o'clock on the morning of February 3rd Colonel Morland halted within eight hundred yards of the walls of Kano. The Maxims were placed in position at 400 yards range, and four guns were brought into action against the main gate. After an hour's engagement it was found impossible to breach this gateway, and the walls, which were 40ft. thick at the bottom and 4ft. at the loopholes, proved quite impervious to the fire of the 75-millimetre guns. An attack was accordingly directed against another gate further to the west. A hole was made in the second gateway, and a storming party under Lieutenant Dyer and Gascoigne was despatched to carry it by assault. An entrance was effected and the moment Lieutenant Dyer, who was at the head of the storming party, entered the city, the enemy left the walls.

Colonel Morland marched to the King's Palace, which was found to be in itself a strong fort surrounded by a high wall and covering fifty acres of ground. The King had bolted, having started off for Sokoto with a thousand cavalry on January 2, but he had left his leading fighting men behind with orders to fight to the death. The enemy's fighting force included 800 cavalry and 5,000 infantry, of whom 300 were killed. The British captured eighty horses, several hundred guns, and a large quantity of powder and cartridges. Many of the latter were French, and there is reason to believe that there were French deserters among the defenders. Lieutenant Dyer was twice wounded in leading the storming party, once severely by a sword cut on the wrist, and slightly on the arm by an arrow. Lieutenant Farquhar was slightly wounded in the arm. Up to the present twelve men have been reported wounded. Lieutenant Wright had his horse shot under him.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued on a countermand.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Hongkong Post Office.

Telegraphic Address: Press, Codes: A.D.C., 6th Ed. 12.

P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

## ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the ZETLAND LODGE will be held at the FREEMASONS HALL, Zetland Street, on FRIDAY, the 1st MAY, at 5 for 5.30 and 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th April, 1902. [1297]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Aubert, will be despatched for the above ports on or about TUESDAY, the 5th May.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th April 1903. [1292]

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubatino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE, TRIESTE, and MANTOVA.

ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Magnani, will be despatched as above on TUESDAY, the 12th May, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 26th April, 1903. [1294]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th April, 1903. [1295]

## NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 27th April, 1903. [1296]

## NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HAMBURG, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox. at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO., Agents.

Hongkong, 26th April, 1903. [1198]

## WINCHESTER CARABINES.

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSMANN & CO.,

14, Des Voeux Road. [12742]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

TO-DAY (WEDNESDAY),

the 26th APRIL, 1903, at 3 p.m., on board, H.M. Unprotected Gunboat

"ESK" and "FIREBRAND."

"Esk" "Firebrand."

Extreme length ... 115 feet 134 feet

breadth ... 34 " 23 ft. 6 in.

Displacement ... 363 tons 455 tons.

Hull ... Iron Composite

Engines ... Hawthorn's Thompson's

Each with two Cylindrical Tubular Boilers and three Wooden Masts.

As they now lie in the Harbour of Hongkong. The Admiralty do not guarantee these ships as fit for further sea service.

The Anchors, Mooring Gear, Boats and Boats' Gear will not be sold.

A list of fittings to be sold with the ships may be seen at the Offices of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers; also on board.

The Vessels will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers; also on board.

Terms:—Cash before delivery, 25 per cent. of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Launch will leave Blake Pier at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th April, 1903. [1182]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (THURSDAY),

the 30th APRIL, 1903, at 11 a.m., at their

Sales Rooms, No. 5, Des Voeux Road,

Corner of Ice House Street,

A QUANTITY OF

VARIOUS BOOKS.

Particulars as per Catalogue, which will be issued on Wednesday, the 29th instant.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 26th April, 1903. [1293]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

FRIDAY,

the 1st MAY, 1903, at 2.30 p.m., at his

Sales Rooms, Duddell Street,

(FOR ACCOUNT OF THE CONCERNED),

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE

(Full Particulars from Catalogue).

On View from Thursday, the 30th April.

TERMS:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th April, 1903. [1283]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. BYRAME, to Sell by Public Auction, on

SATURDAY,

the 2nd MAY, 1903, commencing at 2.30 p.m., at her residence, No. 2, Seymour Terrace,

THE WHOLE OF HER

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—

ENGLISH, HALL & HOLTZ-MADE

WARDROBES, ENGLISH-MADE CHIFFONNIER and CHAIRS, OVERMANTLES

with BEVELED GLASS, TOILET

TABLES, BOOK-CASE, DINING TABLE

and OCCASIONAL TABLE, BRASS COT

and SINGLE BEDSTEAD, WASH-

STANDS, &c., &c.

FATHOM, PANTRY and KITCHEN

REQUISITES including One KEROSENE

STOVE (almost New) and a Quantity of GAS

BRACKETS; Also

A GRAND PIANO in good condition by

Hornig & Moller; and

A Few Pieces of CANTON BLACK-

WOOD.

TERMS:—As usual.

On view from Friday, the 1st May.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 27th April, 1903. [1284]

## GRACA &amp; CO., Importers and Exporters

of Foreign and Colonial POSTAGE

STAMPS, 53, Peel Street, Hongkong, have

just received for sale at their stall at Hongkong

Hotel Corridor a large variety of nice Pictorial

Post Card Albums. Pictorial Post Cards:

Panoramas of Hongkong, Macao, Canton,

Chinese Costumes, Views, &c., &c., in Phototype

and Coloured Colotype. Assortment of Postage

Stamp Albums, Lenses, Hinges, Tweezer and

other Philatelic Goods. Prices to suit all

Customers. Correspondence wanted. Foreign

orders promptly attended to. Cash with order

or 1st class reference

[1181]

## FOR SALE.

To settle up late owner's estate.

THE British Composite Barque

"LUCIA,"

640 Tons Reg., 1,050 Tons D.W., now lying in

Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul

and is ready for sea.

For Further Particulars apply to—

Captain A. R. ANDERSEN,

on board, or

WM. DUNBAR, Agent.

12, Beaconsfield Arcade.

Hongkong, 18th April, 1903. [1202]

## AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900. [1186]

## NOTICES OF FIRMS

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有輪船華中

THE OFFICES of the above Company have been OPENED at No. 33, QUEEN'S ROAD CENTRAL, 2nd FLOOR.

Hongkong, 21st March, 1903. [1292]

## NOTICE.

MR. ALFRED CUNNINGHAM'S

connection with the "Hongkong Daily Press" as Manager and Publisher CEASED

from this date.

Mr. HERBERT AUGUSTUS HALE has been appointed MANAGER of the "HONGKONG DAILY PRESS," and will sign as such from this date.

D. WARREN SMITH, by his Attorney,

R. CHATTERTON WILCOX, [1240]

Hongkong, 21st April, 1903.

## PUBLIC COMPANIES

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY

GENERAL MEETING of SHARE-

HOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 14, Des

Voeux Road, Victoria, THIS DAY (WED-

NESDAY), the 26th APRIL, at NOON, for

the purpose of receiving a Statement of

Accounts and the Report of the General

Managers for the year ending 31st December, 1902.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th

APRIL, to WEDNESDAY, the 29th

APRIL, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th April, 1903. [1173]

## UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS OF TWENTY

PER CENT. upon Contributions for the year 1902 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS, Secretary.

Hongkong, 17th April 1903. [1106]

## THE PUNJOM MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a

Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hong-

kong, on Wednesday, the 8th day of April, 1903, the following Resolution was passed:—

That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 9th day of May, 1903, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,

W. KEEFOOT HUGHES, Secretary.

Hongkong, 9th April, 1903. [1190]

## O. C. DINNEN.

OWING to various reasons, the Dinner originally fixed for next Saturday is POSTPONED till the following SATURDAY (9th MAY), at the HONGKONG HOTEL, at 8 p.m. Old Cheltonians, Cliftonians and Carthusians to attend are requested to send their names (on or before TUESDAY, 5th MAY) to

T. C. GRAY, Hongkong Club.

Hongkong, 26th April, 1903. [1290]

## MR. CHADWICK KEW

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 14th March, 1903. [1339]

## PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.

J. W. KEW, Manager.

1st Floor, 37, Canalside Road

Hongkong, 19th June, 1902.

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1900.

SUBSCRIBED CAPITAL, Shanghai Tk. 5,000,000



H.M. **K. UYEMURA, MANAGER**  
Hongkong, 4th March, 1903.



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, &c., together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.  
2. From Harbour Master's Office to Kowloon Wharf.

3. From Kowloon Wharf to Naval Yard.  
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	2 m.	C. J. Benton	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, &c., VIA PORT OF CALL	COCORANDEL	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 30th May, at Noon.
LONDON	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th May.
LIVERPOOL VIA GENOA	CALCIBAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th June.
LIVERPOOL VIA GENOA	ADAMKRON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th May.
MARSEILLES, LONDON & ANTWERP, &c.	HITACHI MARU	Jap. str.	2 m.	J. Campbell	BUTTERFIELD & SWIRE	On 2nd May, at Daylight.
MARSEILLES, &c., VIA PORT OF CALL	JASON	Brit. str.	2 m.	Negre	MESSAGERIES MARITIMES	On 5th May, at 11 A.M.
MARSEILLES, LONDON & ANTWERP, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 13th May.
MARSEILLES & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st May, at Daylight.
BREMEN, VIA PORT OF CALL	KIATTSCHOU	Ger. str.	2 m.	Behrens	MELCHERS & CO.	To-day, at Noon.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Rehbeimund	HAMBURG-AMERIKA LINIE	On 7th May.
HAYRE & HAMBURG	SAXONIA	Ger. str.	2 m.	Brahmer	HAMBURG-AMERIKA LINIE	On 19th May.
HAYRE & HAMBURG	SEGOTIA	Ger. str.	2 m.	Forst	HAMBURG-AMERIKA LINIE	On 2nd June.
HAYRE & HAMBURG	STASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 16th June.
TRIESTE, &c., VIA SINGAPORE, &c.	SUEVIA	Ger. str.	2 m.	Borok	HAMBURG-AMERIKA LINIE	On 30th June.
NEW YORK, VIA SUEZ CANAL	MARIA VALERIE	Aus. str.	2 m.	Berbovich	SANDER, WIELER & CO.	On 2nd May, p.m.
NEW YORK, VIA SUEZ CANAL	PENROCKSHIRE	Brit. str.	2 m.		DODWELL & CO., LD.	About 3rd May.
NEW YORK, VIA PORTS	NUBIA	Ger. str.	2 m.	von Hoff	SHENWAN, TOMES & CO.	On or about 15th May.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th May.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 8th May.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	2 m.	Geo. Wright	CANADIAN PACIFIC R. CO.	On 13th May, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	2 m.	N. Ohno	DODWELL & CO., LIMITED	On 5th May, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th May, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	AXAK	Brit. str.	2 m.	Hollingsworth	BUTTERFIELD & SWIRE	On 20th May.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	2 m.	Holmes	PORTLAND & ASIATIC S.S. CO.	On 14th May.
AUSTRALIAN PORTS	THINAK	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
CHEMULPO, DALNY & PORT ARTHUR	SULLBERG	Ger. str.	2 m.	Meyer	BUTTERFIELD & SWIRE	On 16th May.
MOI, KOBÉ & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	T. Mami	HAMBURG-AMERIKA LINIE	On 2nd May, at 5 p.m.
KOBÉ	TSINAN	Brit. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 18th May, at Noon.
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.	C. Jensen	BUTTERFIELD & SWIRE	On 8th May, at Daylight.
SHANGHAI & KOBÉ	BINTANG	Dan. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	Quick despatch.
SHANGHAI & TAKU	BOMBAY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 1st May.
SHANGHAI	PAKHAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th May.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	Aubert	MESSAGERIES MARITIMES	On or about 5th May.
SHANGHAI, KOBÉ & YOKOHAMA	SAZABIE	Fren. str.	2 m.	W. B. Palmer, R.N.R.	P. & O. S. N. Co.	About 9th May.
TAIPEI, VIA SWATOW & AMOY	VALETTA	Brit. str.	2 m.	T. W. Groves	OSAKA SHOSSEN KAISHA	On 3rd May.
ANTUNG, VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSSEN KAISHA	To-day.
FOOCHOW, VIA SWATOW & AMOY	MAIDU MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSSEN KAISHA	On 6th May.
SWATOW, AMOY & FOOCHOW	ANPING MARU	Jap. str.	1 m.	Holman	DOUGLAS LARPAIK & CO.	To-morrow, at 10 A.M.
MANILA	THALES	Brit. str.	2 m.	E. P. Bishop	TOYO KISEN KAISHA	To-day, at 11 A.M.
MANILA, CEBU & ILOILO	ROHILLA MARU	Jap. str.	2 m.	C. S. Weigall	BUTTERFIELD & SWIRE	On 1st May.
MANILA	WOOSUNG	Brit. str.	2 m.	B. Rodger	JARDINE, MATHESON & CO.	On 1st May, at 4 p.m.
MANILA DIRECT	LOONGSANG	B. str.	2 m.		SHENWAN, TOMES & CO.	On 2nd May, at 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th May.
MANILA DIRECT	SUNGLANG	Brit. str.	2 m.	Holmes	GIBB, LIVINGSTON & CO.	On 6th May, at Noon.
MANILA DIRECT	RUBI	Brit. str.	2 m.	R. W. Almond	SHENWAN, TOMES & CO.	On 6th May, at 10 A.M.
MANILA DIRECT	TSINAN	Brit. str.	2 m.	James Young	BUTTERFIELD & SWIRE	On 16th May.
SINGAPORE, PENANG & CALCUTTA	SUIBANG	Brit. str.	2 m.	Magnanini	JARDINE, MATHESON & CO.	On 2nd May, at Noon.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	2 m.	F. L. Pyne	CARLOWITZ & CO.	On 12th May, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 12th May, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 19th May, at Noon.

## SHIPPING.

**ARRIVALS.**  
April 27, KERTHER, British 4-m. barque, 2,457, J. Durh, Shanghai 20th April, Ballast Co. Ltd.  
April 28, DENBIGHSHIRE, British str., 2,448, Evans, London 27th March and Singapore 21st April, General—SHEWAN, TOMES & CO.

April 28, ELITA NOSSACK, German str., from Canton.  
April 28, HANSEATIC, British str., 1,356, Wilde, Swatow 27th April, General—JARDINE, MATHESON & CO.

April 28, HELMER, Norwegian str., 1,348, L. 1, borse, Wuhu 23rd April, Rice, Sams, W. W. & Co.  
April 28, KIAMOON, German str., 6,720, P. Luneshchlo, Shanghai 26th April, Mails and General—MELCHERS & CO.

April 28, KOBÉ BEAG, German str., 1,400, L. Zeigenstein, Bangkok 2nd April, General—BUTTERFIELD & SWIRE.  
April 28, SOCOTRA, British str., 2,896, C. J. Benton, Shanghai 25th April, General—P. & O. S. N. Co.

April 28, SUPRIE RICKMERS, German str., 2,262, H. Pape, Moji 22nd April, Conals—M. B. KAISHA.  
April 28, THALES, British str., 820, A. J. Robson, Canton 27th April, General—DOUGLAS LARPAIK & CO.

April 28, ULABAND, Norwegian str., 1,269, S. Androu, Moji 23rd April, Conals—CARLOWITZ & CO.  
April 28, ZAFIRO, British str., 1,311, R. Rodger, Manila 26th April, General—SHEWAN, TOMES & CO.

## CLEARANCES.

THE HARBOR MASTER'S OFFICE.  
28th April.  
Carl Dietrichsen, German str., for Pakhoi.  
Elita Nossack, German str., for Chinkiang.  
Friedhof, Norwegian str., for Hellow.  
Hangsang, British str., for Canton.  
Kwangping, British str., for Shanghai.  
Maiduru Maru, Japanese str., for Swatow.  
Pronto, Norwegian str., for Canton.  
Tientsin, British str., for Canton.

## DEPARTURES.

28th April.  
ARIEL, Norwegian str., for Moji.  
BENLAWES, British str., for Montmein.  
DEBUCALON, British str., for London.  
ELITA NOSSACK, German str., for Chinkiang.  
HALLOONG, British str., for Canton.  
HANGSANG, British str., for Canton.  
HIPSANG, British str., for Shanghai.  
HONGWAN I, British str., for Amoy.  
KWANGPING, British str., for Shanghai.  
PRONTO, Norwegian str., for Canton.  
TIENTSIN, British str., for Canton.

## VESSELS IN DOCK.

29th April.  
ABERDEEN DOCKS—Queen Eleanor Progress, Kowloon Dock—Montana H.C.M.S.  
Jaguar, Hyades, Canton River, Patsan, Bulent, H.M.S. Phoenix, Algerie, Rosario.  
COSMOPOLITAN DOCK—H.M.S. Fearless.

## SHIPPING REPORT.

The British steamer *Thales*, from Coast Ports 27th April, had light variable winds, smooth sea and fine, clear weather to Amoy. From Amoy to Swatow moderate N.E. wind and fine, clear weather. From Swatow to port fresh breeze, heavy rain showers, with thunder and lightning. Vessels in Amoy—*Haeling*. In Swatow—*An Pho*, *Shoutai*, *Hongchow*, *Pekit* and *Nanchang*.

## NATAL LINE OF STEAMERS.

The Underlying GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight. For Freight and further particulars apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOOCHOW.  
The Company's Steamship  
"THALES".  
Captain Robson, will be despatched for the above ports 10-MORROW, the 30th inst., at 10 A.M.  
For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.  
Hongkong, 27th April, 1903. [1287]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
The Company's Steamship  
"LOONGSANG".  
Captain G. S. Weigall, will be despatched as above on FRIDAY, the 1st May, at 4 p.m.  
This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 25th April, 1903. [1278]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND CALCUTTA.  
The Company's Steamship  
"SUISANG".  
Captain James Young, will be despatched as above on SATURDAY, the 2nd May, at Noon.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
Hongkong, 27th April, 1903. [1285]

FOR CHEMULPO, DALNY AND/OR PORT ARTHUR.  
(Calling at SHANGHAI.)  
The Steamship  
"SULLBERG".  
Captain Meyer, will be despatched for the above ports on SATURDAY, the 2nd May, at 5 p.m.  
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 27th April, 1903. [1288]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)  
PROPOSED SAILINGS FROM HONGKONG, 1903.  
"AFRIDI" ... About 3rd May.  
"SAGAMI" ... 23rd May.  
For Freight and further information, apply to DODWELL & CO., LD., Agents.  
Hongkong, 23rd April, 1903. [1222-1125]

HONGKONG-MACAO LINE.  
S.S. "WING CHAI".  
Captain Samuel Bell Smith.  
Daily Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.  
1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.  
For Freight, to apply to JARDINE, MATHESON & CO., LD., 61, Queen's Road Central.  
Hongkong, 28th April, 1903. [1249]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR PORTLAND, OREGON  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP TONS. CAPTAIN TO SAIL ON  
"INDRAPURA" 4,899 A. E. Hollingsworth May 14, 1903  
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903  
"INDRAYELLI" 4,899 W. E. Craven July 14, 1903  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 29th April, 1903. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.  
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.  
SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.  
PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).  
1903

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May.  
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 13th May.  
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th May.  
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 3rd June.  
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 24th June.  
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 15th July.  
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 22nd July.  
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 5th Aug.  
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 12th Aug.  
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 26th Aug.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. A. KOWN, General Agent, Pedder Street.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES  
Socotra (C. J. Benton R.N.R.) 10 A.M., 30th April  
Bombay (H. S. Bradshaw) About 1st May  
COROMANDEL (F. J. Fox) Noon, 9th May  
VALETTA (W. B. Palmer, R.N.R.) About 9th May  
For further Particulars, apply to E. A. HEWITT, Superintendent.  
Hongkong, 29th April, 1903. [1]

## TOYO KISEN KAISHA

## MANILA

## LINE.

## REGULAR SERVICE

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3869	Wednesday, 29th April, at 11 A.M.
"ROSETTA MARU"	N. Tate	3376	Tuesday, 5th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
K. NAKASHIMA, Manager.  
Hongkong, 23rd April, 1903. [478]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
HYADES	Geo. Wright	3,753	May 5th
SHAWMUT	W. M. Smith	9,606	May 21st
VICTORIA	J. Panton	3,502	May 23rd
PLEIADES	F. G. Furlington	3,753	May 31st

Steamers marked \* have no passenger accommodation.  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
Special rates allowed to members of Government Services.  
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.  
For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
STEAMERS. SAILING DATES.  
KIAUTSCHOU ... WEDNESDAY ... 29th April  
BAYERN ... WEDNESDAY ... 13th May  
ZILTEN ... WEDNESDAY ... 27th May  
STUTTGART ... THURSDAY ... 11th June  
BOON ... THURSDAY ... 25th June  
PREUSSEN ... THURSDAY ... 9th July  
HAMBURG ... THURSDAY ... 23rd July  
PRINZ HEINRICH ... THURSDAY ... 6th August  
\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

## ON WEDNESDAY, the 29th day of April, 1903, at Noon, the Steamship "KIAUTSCHOU," SPECIALLY EQUIPPED FOR THE SERVICE OF PASSENGERS, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till Noon on MONDAY, the 27th April. Cargo and Special will be received on Board until 5 P.M. on TUESDAY, the 28th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th April. Contents of Packages are required. No Parcel Receipts will be signed for less than 8:50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to NORDDEUTSCHER LLOYD. MELOHRS & CO. AGENTS.  
Hongkong, 16th April, 1903. [15]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	Sat., 2nd May, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat., 9th May, 10 A.M.
PERLA	1880	J. McGinty		

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.  
Hongkong, 27th April, 1903. [17]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA. PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION  
STEAMERS. DESTINATIONS. SAILING DATES.  
SERBIA ... HAYRE AND HAMBURG ... On 7th May ... Freight.  
Capt. Bebbelmund ... (Calling at Singapore and Colombo) ...  
SAXONIA ... (HAYRE AND HAMBURG ... On 19th May ... Freight.  
Capt. Brahmer ... (Calling at Singapore and Penang) ...  
NUBIA ... NEW YORK, VIA PORTS ... On 31st May ... Freight.  
Capt. von Hoff ...  
SEGOVIA ... HAYRE AND HAMBURG ... On 2nd June ... Freight.  
Capt. Forst ... (Calling at Singapore and Colombo) ...  
SEBASSBURG ... HAYRE AND HAMBURG ... On 16th June ... Freight & Passengers.  
Capt. Madsen ... (Calling at Singapore and Penang) ...  
SUEVIA ... HAYRE AND HAMBURG ... On 30th June ... Freight.  
Capt. Borok ... (Calling at Singapore and Colombo) ...  
NIENBERG ... HAYRE AND HAMBURG ... On 14th July ... Freight.  
Capt. Jahrg ... (Calling at Singapore and Penang) ...  
For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, NO. 1.



## OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM  
NAVIGATION CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 26th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"JASON"	On 12th May.
LIVERPOOL via GENOA	"AGAMEMNON"	On 17th May.
MARSEILLES and ANTWERP	"ANTALUS"	On 21st May.
LONDON	"PATROCLOS"	On 26th May.
LONDON	"CALCHAS"	On 4th June.
LIVERPOOL via GENOA	"HYSON"	On 12th June.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"AJAX"	On 20th May.
NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 24th inst.
The S.S. "CALCHAS" left Singapore on the 24th inst. and is expected here on the 29th inst. p.m.		
The S.S. "PAKLING" from Seattle and Tacoma, left Moji on the 26th inst. a.m., and is due here on the 30th inst.		
The S.S. "ACHILLES" left Victoria B.C. on the 19th inst. for Kobe and Hongkong.		

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 28th April, 1903.

[10-12]

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"WOOSUNG"	On 1st May.
SHANGHAI	"TAIHO"	On 2nd May.
SHANGHAI	"TAIHO"	On 4th May.
KOBE	"TAIHO"	On 6th May.
MANILA	"SUNGKIANG"	On 8th May.
MANILA	"TSINAN"	On 16th May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	On 16th May.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 28th April, 1903.

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## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 3rd May.
TAMSWI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 10th May.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 24th May.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 6th May.

The Co's new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co's Poston at the Customs water front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA, Manager

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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 2nd May, at DAYLIGHT.
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at DAYLIGHT.
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 12th May, at NOON.
BOMBAY MARU	KOBE, MOJI and YOKOHAMA	FRIDAY, 15th May, at NOON.
WARASU MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 16th May, at DAYLIGHT.
KAOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 19th May, at NOON.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

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## THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR SHANGHAI AND KOBE.  
THE Danish Steamer

"BINTANG"  
Captain C. Jensen, will have quick dispatch as above.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 22nd April, 1903.

[1237]

## STEAMSHIP SERVICE TO NEW YORK

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship  
will be despatched on or about FRIDAY, the 15th May.

The American Asiatic Steamship Company's  
"NORMAN ISLES"  
will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 17th April, 1903.

[1187]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FUME AND TRIESTE (DIRECT).  
Callings at SINGAPORE, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship

"MARIA VALENTIE"  
Captain Barberovich, will be despatched above on SATURDAY, the 2nd May, p.m.  
For information as to Passage and Freight, apply to

**SANDER, WIELER & CO.,**  
Agents.  
Princes' Buildings.  
Hongkong, 17th April, 1903. [1208]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 6th May, 1903, at 11 A.M. the Company's Steamship "YARRA," Captain Negro, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 4th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 18th April, 1903. [12]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN,"  
Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 15th April, 1903. [1155]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH, LONDON, and SYDNEY, via SINGAPORE, RANGOON, COLOMBO, ADEN, SUEZ, and PORT SAID.

THE Steamship  
"COROMANDEL,"  
Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 9th May, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 27th April, 1903. [1]

## WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).  
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:  
1st Class ..... \$2.00  
2nd ..... 1.00  
3rd ..... 0.50

Further Particulars may be obtained at the Office of the  
**WING ON STEAMSHIP CO.,**  
No. 42, Bonham Strand West.

Hongkong, 11th March, 1903. [648]

## CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

For further particulars, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 9th January, 1903. [280]

NOTICE TO CONSIGNEES  
FROM NEW YORK.

THE HALL Steamship

Captain von Hoff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 22nd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 P.M.

No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.

Hongkong, 22nd April, 1903. [1255]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 7th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd inst. at 3 P.M.

No Fire Insurance has been effected.  
Bill of Lading will be countersigned by  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 24th April, 1903. [1268]

## THE P. &amp; O. S. N. Co's Steamship.

"BENGAL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex S.S. "Oriental."  
From Australia, &c., ex S.S. "Australia."  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. To-day, the 24th inst.

Goods not cleared by the 1st prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 24th April, 1903. [1]

## OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLOS" are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 2nd May.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd May will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 9th May, or they will not be recognised.

No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 24th April, 1903. [10-12]

## AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENARY,"  
Captain J. D. Sarchet, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 2.30 p.m.

No Fire Insurance has been effected.  
Bill of Lading will be countersigned by  
**SHEWAN TOMES & CO.,**  
General Agents.

Hongkong, 24th April, 1903. [1273]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

DRAKOW, Polish barque, A. P. Larsson.  
Jardine, Matheson & Co.  
ECLIPSE, British 4-m. barque, McBryde.  
Standard Oil Co.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 28th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & CO.,**  
General Managers.

Hongkong, 25th April, 1903. [1277]

## KEATING'S

POWDER

IS HARMLESS TO ANIMAL LIFE.

KILLS

KILLS

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